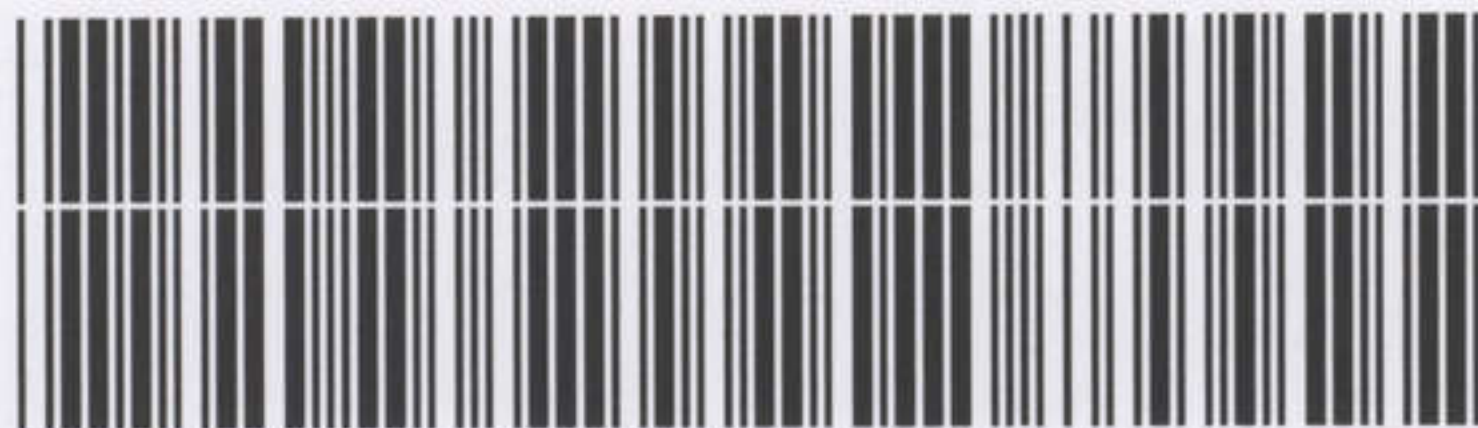


AWM78
**Reports of Proceedings,
HMA Ships and Establishments**

HMAS ATTACK

Item number: 43/10

Title: January-December 1979



AWM78-43/10

[43/10]

HMAS ATTACK

R of P's

1979

AUSTRALIAN WAR MEMORIAL
ACCESS STATUS
OPEN

2
HMAS ATTACK
AT SEA

31st January, 1979

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM Australian Fleet

The Naval Officer-in-Charge
VICTORIA

The Commander
Australian Mine Warfare and Patrol Forces

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01-31 JANUARY, 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 01 - 31 January 1979. All times, unless otherwise stated, are in time Zone Lima (-11).
2. At the commencement of the month ATTACK was alongside at HMAS CERBERUS, at twenty four hours notice for sea and out of routine. The Ship's Company were completing the last week of a three week leave period.
3. On the 5th, the Ship came to eight hours notice for sea. The majority of the Ship's Company returned from leave and preparations commenced to hand over ATTACK to the RANR for a Sea Training Weekend. At 1515 you, Sir, embarked and ATTACK cast off and proceeded to sea for the short passage from Hanns Inlet to Stoney Point jetty. At 1600 ATTACK berthed at Stoney Point and at 2030 I relinquished command to LCDR M.R. Peever RANR. At 1600 on the 7th, on completion of the handover from the RANR, I assumed command. ATTACK was alongside at HMAS CERBERUS and was in a very clean state on handover.
4. On Monday 8th the remainder of the Ship's Company returned from leave and preparations were commenced for the forthcoming patrol. These included a five day AMP.
5. At 1000 on Monday 15th ATTACK cast off and proceeded to sea. The afternoon and the Dog Watches were spent exercising off West Head as detailed in Annex B. At 1800 course was set west and the passage to Port Fairy commenced.

.../2

6. At 0450 on the ¹⁶~~10~~th ATTACK anchored off Battery Hill, Port Fairy, and commenced a two day visit to coincide with the annual Port Fairy Moyneyana Festival. At 1000 the Mayor of Port Fairy Councillor T. Brophy and the Harbour Master Mr. L. Gibb called onboard to finalise visit arrangements. That evening the Ship's Company were hosted to an official reception given by the people of Port Fairy.
7. At midday on the 17th, I hosted a luncheon onboard for five local dignitaries, they were Mr. D. Crosier MLC, the Minister for Tourism and State Development, Dr. R. Howard MLC, Councillor J. Brophy, Mr. D. Allen and Mr. H. Crist, the Manager and Production Manager respectively of Glaxo Pharmaceuticals, Port Fairy.
8. During the visit, members of the Victorian Fisheries and Wildlife Department based on the southwest coast, toured the Ship and as they are Officers authorised to act under the Commonwealth Fisheries Law, they were able to provide a detailed brief on fishing activity in the area. Fifty children from the annual Port Fairy Camp for Children from Broken Homes and Industrial Areas toured the Ship, as did thirty members of the local R.S.L.
9. At 0600 on the 18th, ATTACK weighed anchor and set course for Adelaide. At 1700 Lima (-11) clocks were retarded 30 minutes to Zone Kilo Lima (-10½). After an uneventful coastal passage via the Backstairs Passage, the Ship anchored in Semaphore Anchorage at 0640 (-10½). At 1944 0825 (-10½), after final preparations, the Ship weighed and proceeded berthing starboard side to No. 3 berth Gawler Reach, Adelaide. At 0945 (-10½), I called on the Naval Officer-in-Charge, South Australia, CMDR C.K. Callins RAN, at 1200 (-10½), NOICSA returned the call, and conducted an informal Walk-around.
10. ATTACK sailed from Adelaide at 0930 (-10½) Monday 22nd. On clearing outer Harbour excessive 'gyro lag' was noted. The Ship anchored and subsequent investigation showed that the 'M type' retransmission unit was defective. An URDEF was raised and ATTACK returned to Adelaide to await the arrival of a new unit. Whilst alongside local electronic contractors completely tested the gyro system and confirmed that the system, with the exception of the transmission unit, was sound. By 0020 (-10½), on 23rd, the new unit was fitted and sea trials were carried out. By 0340 (-10½) the unit was functioning correctly and at 0345 (-10½) ATTACK sailed from Gawler Reach. On clearing the harbour course was set eastward for Portland. At 2340 (-10½) clocks were advanced thirty minutes to time Zone Lima (-11).
11. The Ship berthed port side to K.S. Anderson Wharf at 0230 on the 24th. Fuel and water were embarked and at 1100, ATTACK sailed and set course for Hobart via the West Coast of Tasmania. Fair weather was encountered during the passage until the Ship rounded South West Cape at 1255 on the 25th. By 1500, ATTACK was encountering large seas from the west. Shelter was sought and at 1740 the Ship anchored in Adventure Bay in the lee of Bruny Island.
12. Early the next morning, Friday 26th, ATTACK sailed from Adventure Bay, berthing at Kings Pier, Hobart, at 1000. At 1030 I called on the Lord Mayor of Hobart Alderman D.R. Plaister MBE. On completion, I visited Anglesea Barracks and called on the Naval Officer-in-Charge Tasmania CMDR I.J. Bear RAN. Early in the afternoon a briefing was held onboard to enable the Hobart to Devonport phase of the patrol to be planned. Inspectors of the Tasmanian Fisheries Department and the Staff Officer Coast Watching to NOIC TAS, LEUT P. Waterman RANR, attended. That evening the Officers and Senior Sailors of ATTACK hosted a reception for thirty guests onboard.

13. On 29th January, HMAS ATTACK participated in the Sandy Bay Regatta Association's Annual Australia Day festivities. ATTACK sailed at 0930 with Mr. M. Hodgman, MHR Federal Member for Denison, embarked for the short passage to an anchorage off Blinking Billy Point, the Ship anchored at 1000. During the day, the Ship's Company participated in the functions ashore and at 1600 ATTACK weighed and proceeded to her Kings Wharf berth. Onboard for the passage alongside were the Lord Mayor of Hobart, Alderman Plaister, Captain F. Christie MIN, Harbour Master of Hobart and Mr. D. Carter, Chairman of the Sandy Bay Regatta Association and General Manager of the television station TVT6. At 1630 shortly after arrival at the berth, the embarked guests toured the Ship and the Lord Mayor made a presentation to the Ship of a Hobart City Crest. That evening an inspector of the Tasmanian Fisheries Development Authority joined for the passage to Devonport.

14. On 30th January, ATTACK's departure from Hobart was delayed 4½ hours whilst a defective fuel transfer pump, which short circuited during pre-sailing checks, was replaced. At 1438 the Ship cast off. By 1530, ATTACK had cleared the Derwent and course was set for Flinders Island.

15. At 0800 on the 31st, ATTACK anchored off Whitmark, Flinders Island. Shortly after the Coast Watching Staff Officer to NOIC TAS was landed. By 1600 the brief for Coast Watchers on Flinders Island had been completed. At 1610, ATTACK weighed and set course for Three Hummock Island through what was believed to be a likely area of foreign fishing vessel activity.

16. During the month, all engineering and electrical equipment gave satisfactory service. The period at sea following the RANR Training weekend revealed a number of faults which must be attributed to bad engineering practice by the RANR. These instances will be covered in separate correspondence. The only defects occurring during the period were:

- a. URDEF 84/78 (TM145 W45 78) Unserviceable M convertor to the gyro compass repeats. A new unit was ordered, installed and set to work by Ship's Staff.
- b. Unserviceable fuel transfer pump. This was replaced and set to work by Ship's Staff.

17. Throughout the period, the health, welfare, conduct and morale of the Ship's Company has been good. On the 20th the Ship's Company were addressed on matters of security.

I have the honour to be,

Sir,

Your obedient Servant,

C. Le Marshall

Annexes: A. Steaming Details
B. Exercise Details

(C.N. LE MARSHALL)
Lieutenant RAN
Commanding Officer

np

ANNEX 'A' TO
HMAS ATTACK LETTER 1.16.9
DATED 31JAN79

STEAMING DETAILS 01-31 JANUARY 1979

1.	Distance steamed during the period	2284
2.	Distance steamed since Commissioning	265236.6
3.	Hours underway during period	170.11
4.	Hours underway since Commissioning	20706
5.	Hours SME since installation	807
6.	Hours PME since installation	783
	Occasions of exceeding economical speed	Nil

19 February 1979

The Commanding Officer, HMAS CERBERUS

For Information

The Flag Officer Commanding
HM Australian Fleet

The Naval Officer-in-Charge, VICTORIA

The Commander
Australian Mine Warfare and Patrol Forces

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01-28 FEBRUARY 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period 01-19 February 1979. All times unless otherwise stated, are in time zone Lima (-11).
2. At the commencement of the month ATTACK was passing from Flinders Island to Three Hummock Island, through what was believed to be a likely Foreign Fishing Vessel (FFV) area. A Fisheries Inspector from the Tasmanian Fisheries Development Authority was embarked.
3. At 0100 on the 1st the loom of the arc lights of eight Japanese Squid vessels was sighted. The vessels were twenty two miles north of Stanley and thirty miles from the ship. ATTACK closed to investigate the vessels and by 0400 each FFV had been positively identified. The ship then proceeded and anchored off Three Hummock Island jetty at 0700.
4. At 0800 of the 1st I called on Commander J. Alliston RAN Retired with Lieutenant P. Waterman RANR, Staff Officer Coastwatching to NOICTAS. Lieutenant Waterman had previously been embarked in Hobart for coastwatching duties. On completion of a Coastwatching Brief I lunched with Commander and Mrs Alliston returning onboard at 1400.
5. To enable ATTACK to pass through and recheck the FFV activity off Stanley the ship weighed and proceeded from Three Hummock Island at 0001 on Friday 2nd of February for passage to Devonport. At 0100 ATTACK entered thick fog, visibility became limited to forty feet. At 0215 eight contacts that were believed to be the squid fishing fleet were detected on radar. The vessels were working the same area as they had been previously. ATTACK cleared the area to the south east and at 0900 secured starboard side to No.4 wharf Devonport.
6. On arrival in Devonport I called on the Warden of Devonport Councillor R.T. Hope, later in the day I called on the Master Warden Mr. C.F. Byron. On the Saturday 3rd a request was received from the

/Melbourne

Melbourne Herald newspaper for ATTACK to embark a reporter and a photographer for the passage from Devonport to Westernport to enable surveillance and patrol duties to be witnessed. Approval was given, the appropriate authority informed, and at 1000 on Sunday 4th two members of the press arrived onboard. Coastwatching visits were carried out in Devonport and the surrounding district during the ship's stay.

7. At 2000 on the 4th ATTACK sailed, course was set North West to the FFV operating area and then North to Westernport. The members of the press experienced first hand patrol boat and surveillance operations. At 0915 on Friday the 5th ATTACK berthed port side to HMAS CERBERUS. The ship commenced a four day self maintenance period and preparations commenced for the hand-over of ATTACK to RANR personnel in Sydney for exercise Anchorman 1979.

8. On Tuesday 13th February at 0800 ATTACK sailed for the passage from Westernport to Sydney. Shortly after clearing Westernport the speed of advance was increased from 13 knots to 17 kts. This enabled the ship to avoid being affected by a deep cold front that was closing from the West. At 0200 on the 14th ATTACK was abeam Gabo Island and encountering very rough seas from the South. The passage North to Sydney was continued at 17 kts to ensure a timely arrival before conditions deteriorated. ATTACK berthed starboard side to at HMAS WATERHEN at 1740 on the 14th, conditions had remained poor but stable during the passage.

9. Whilst alongside at HMAS WATERHEN preparations continued for the handover to the RANR. At 1200 on the 19th of February I relinquished command to Commander G.R. Kayes RANR. The ship was in very clean state with no outstanding defects.

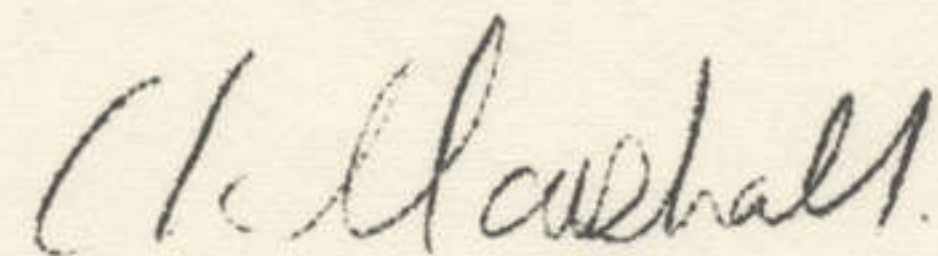
10. During the period all engineering and electrical equipment gave satisfactory service.

11. The health, welfare, conduct and morale of the Ship's Company has remained very good. On the 19th the majority of the Ship's Company commenced a 10 day leave period.

I have the honour to be,

Sir,

Your obedient Servant



(C.N. Le MARSHALL)
Lieutenant RAN
Commanding Officer

STEAMING DETAILS 01-19 FEBRUARY 1979

1.	Distance steamed during the period	835
2.	Distance steamed since Commissioning	266,071.6
3.	Hours underway during period	63
4.	Hours underway since Commissioning	20,769
5.	Hours SME since installation	860 hrs
6.	Hours PME since installation	845 hrs
	Occasions of exceeding economical speed	Nil

EXERCISE DETAILS FOR 01-19 FEBRUARY 1979

<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
<u>Navigation</u>		
01	Blind pilotage	Exercise Cox'n - Anchorage Three Hummocks Island
02	OOW manoeuvres	Shiphandling experience for Coxswain
04	Man overboard Exercises	
<u>GUNNERY</u>		
04	Boarding stations	Exercise boarding Party
<u>NBCD</u>		
03	Fire exercise	
05	Flood exercise	
05	Casualty exercise	

1/16/9

HMAS ATTACK
at Sydney

31 March 1979

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCE

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 2 - 31 MARCH 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 2 - 31 March 1979. All times unless otherwise stated are in Zone KILO

2. At the commencement of the period ATTACK was alongside the Patrol Boat Wharf, HMAS WATERHEN manned by RANR personnel, having just completed exercise Anchorman 79. At 1735 on the 2nd I assumed command from Leut S. Frith RANR. The ship was in an acceptable state of cleanliness with no outstanding defects.

3. At 1300 on the 6th ATTACK cast off and proceeded to sea. On clearing Port Jackson heads at 1400, course was set south for Westernport. At 1756, the ship was directed to proceed with all dispatch to Kiama, to assist Clearance Diving Team One in disposing of a live, badly corroded, anti-submarine mortar bomb that had been recovered from a prawn fisherman's nets.

4. At 1900 ATTACK anchored four cables off Kiama. After a discussion with the Officer in Charge of the CDT 1 detachment, Leut J. McAree RAN, it was decided to embark the unexploded bomb and transport it by sea to Jervis Bay for eventual destruction at the Beecroft Head Gunnery Range. Shortly after 1900 the bomb was embarked.

../2

5. At 1905 an attempt was made to shorten in the cable to two shackles. On applying power to the windlass, the coils in the motor short circuited (URDEF 88/78). After attempts to rectify the defect failed, it was decided to weigh anchor by hand.

6. At 2000 a southerly change passed through ATTACK's anchorage making conditions unsuitable and unsafe to continue weighing anchor by hand or remaining in the anchorage. At 2100 the cable was buoyed and slipped. On clearing Kiama, course was set south for Jervis Bay.

7. At 0039 Wednesday 7, ATTACK secured alongside HMAS CRESWELL, after an uncomfortable trip in which very rough seas and high swells were encountered from the south. At 0115 the A.S. mortar bomb was landed in the custody of CDT 1. The ship remained alongside whilst the weather abated and a jury rig anchor and cable was assembled and fitted by ships staff.

8. ATTACK cast off and proceeded at 0600 Thursday 8. On clearing Point Perpendicular significant moderation of the previous days weather was noted. Opportunity was taken to increase the speed of advance from 12.5 knots to 17 knots to enable the ship to be in the vicinity of Eden; being the only port ATTACK could berth alongside between Jervis Bay and Westernport, should the weather deteriorate.

9. During the afternoon advice was received that a cold front would cross Bass Strait late in the forenoon of the 9th. On receiving this information and appreciating the limited capabilities of an unproven jury-rig anchor, and the lack of alongside berths or suitable sheltered anchorage on the South East coast, it was decided to maintain S.O.A. of 17 knots so as to have transitted Base Strait and be sheltered in Westernport before the arrival of the cold front.

10. ATTACK berthed alongside HMAS CERBERUS at 0810 Friday 9th and commenced an AMP. During the AMP URDEF's were raised on the starboard main engine starting circuit and the 40/60mm Bofor (URDEF 89/78 and 90/78).

11. At 0930 hrs Thursday 15th you, Sir, conducted an informal walkround of the ship. By 1500 Wednesday 21st all outstanding URDEF's had been rectified. At 1800 ATTACK sailed and on clearing Westernport set course for Jervis Bay.

12. During the afternoon of 22nd a successful full power trial was conducted. ATTACK berthed alongside at CRESWELL at 0600 Friday 23rd. The ship cast off and proceeded in company with HMA Ships BOMBARD and ADVANCE for exercises in accordance with Annex A and EXP 12/79. Prior to sailing COMAUSPABRON 1 (Leut A.J. Graham) was embarked.

../3

13. At 1430 the three ships commenced their participation in exercise JUC 100 in accordance with AJAS School OP/order and COMAUSMINPABFOR operation order 8/79. On completion of the Patrol Crafts participation in JUC100 COMAUSPABRON 1 was transferred by boat to ADVANCE. ATTACK then proceeded to HMAS CRESWELL berthing at 0336 Saturday 24th.
14. ATTACK proceeded to sea 2½ hrs later in response to advice from the OOD CRESWELL stating HMAS BOMBARD had suffered an engine room fire and was stopped in the water 10 miles east of Point Perpendicular. The advice from CRESWELL was received at 0550 and at 0558, after confirming that medical supplies or doctor would not be required, ATTACK proceeded at best speed.
15. The ship cleared Jervis Bay at 0620 and soonafter was overflowed by an RAN HS748. The aircraft indicated BOMBARD'S position and at 0651 rendezvous was made. By 0717 a tow had been passed to BOMBARD and course set for Jervis Bay. At 0810 COMAUSPABRON 1 embarked in ADVANCE joined and was requested to attempt recovery of BOMBARD'S sea anchor in position 35°02'S 150°58'E.
16. Soon after BOMBARD was taken in tow, TRV 801 from CRESWELL was standing by to provide assistance as necessary. On entering Jervis Bay the TRV was despatched to a position 1' east of the breakwater to co-ordinate preparations for BOMBARD'S arrival with two work boats previously requested from CRESWELL. At 0900 the tow was slipped. ATTACK stood by whilst BOMBARD recovered her cable, and was positioned alongside at CRESWELL. ATTACK berthed at CRESWELL at 0954.
17. On Sunday 25th ATTACK commenced exercise ORPHEUS ONE with One and Two Commando Companies CMF. At 1000 Major General K.J. Murray, Commander 2nd Division, toured the ship and observed launch and recovery methods for Commando small craft. After completing drills alongside ATTACK sailed at 1430 and commenced sea borne drills. Operations then proceeded in accord with ORPHEUS ONE PTF PARTICIPATION PROGRAM promulgated by COMAUSMINPABFOR.
18. At 2047 on Tuesday 27th after replacing a defective main HF transceiver (URDEF 92/78) the ship sailed for exercise JUC100 Phase V. On clearing Jervis Bay course was set north. Heavy weather was encountered causing an intermittent defect with the new HF transceiver. The ship anchored in Port Hacking at 0220 Wednesday 28th to effect repairs. At 0530 ATTACK sailed to rendezvous with COMAUSPABRON ONE embarked in ADVANCE. After positioning for a number of attacks on the JUC100 forces, the two ships proceeded to rendezvous off Sydney for the JUC100 Fleet Entry. ATTACK berthed alongside WATERHEN at 1300 sailing again at 1630 for Jervis Bay. On Clearing Sydney Heads heavy weather was encountered forcing the ship to return to Sydney. ATTACK berthed at WATERHEN at 2025.

19. After confirming moderating weather conditions, ATTACK sailed at 1800 Thursday 29th for Jervis Bay, anchoring at 0150 in anchorage F20. At 0930 on 30th the ship berthed at CRESWELL and commenced embarking Commandos for exercise ORPHEUS ONE as programmed.

20. On completion of embarking, at 1530, ATTACK sailed in moderate weather for passage to the Lake Macquarie area. By 0415 on 31st, the disembarkation of four Gemini inflatable craft and twenty nine commandos was completed. The total time taken for the disembarkation was two and three quarter hours. ATTACK then proceeded with dispatch south for Broken Bay to provide an escort to Sydney for DTV PORPOISE which had one engine unserviceable and the remaining engine with defects. This task was completed at 0930 when PORPOISE was abeam of Bradleys Head. ATTACK cleared Sydney heads at 1000 and set course for Jervis Bay to embark the No.2 Commando Company for passage to Newcastle.

21. Embarkation of Commando's was completed at 1515 and at 1530 the ship sailed. On clearing Jervis Bay, course was set north for a position one mile outside Newcastle heads. Deteriorating weather conditions during the passage north made the intended launch of Gemini's at Newcastle hazardous. It was decided to continue passage in rough seas to Sydney where the Commando's could join their own trucks for the journey north and then continue their exercise.

22. ATTACK berthed at WATERHEN at 2245 on 31st. Soon after berthing the Commando's were disembarked and their exercise continued as planned.

23. During the month the ship has met all operational commitments, with the exception of one commando party insertion and a day of launch and recovery drills for commando craft. These were cancelled due to weather.

24. The ships engineering and electrical equipment have given satisfactory service during the period. A number of defects were found during the ship's seven working day AMP earlier in the month. These were rectified prior to sailing. Defects occurring since then, with the exception of URDEF 91/78, a Glacier Oil Filter defect on both main engines, have been rectified.

25. The health, welfare, conduct and morale of the Ship's Company has remained very good.

I have the honour to be

Sir,

Your obedient servant



(C.N. Le MARSHALL)
Lieutenant RAN
Commanding Officer

Annexes: A. Steaming Details
B. Exercise Details

STEAMING DETAILS 2 - 31 MARCH 1979

- | | | | |
|----|--|---|-------------------------------|
| 1. | Distance steamed during period | - | 2,386.6 |
| 2. | Distance steamed since Commissioning | - | 269,549.1 |
| 3. | Hours underway during period | - | 175. ⁴⁵ /60 Hrs |
| 4. | Hours underway since Commissioning | - | 21,039. ⁴⁵ /60 Hrs |
| 5. | Hours SME since installation | - | 1,079 |
| 6. | Hours PME since installation | - | 1,074 |
| 7. | Occasions for exceeding economical speed | - | 26 ³⁰ /60 Hrs |

REASON

- | | |
|----|--|
| 1. | Full Power Trial. |
| 2. | As per parra 8 and 9 HMAS ATTACK
letter 1/16/9 dated 31 March 1979. |

Annex B to
HMAS ATTACK letter 1/16/9
dated 31 March 1979

EXERCISE DETAILS FOR 2-31 MARCH 1979

<u>NAVIGATION</u>	<u>Date</u>	<u>Exercise</u>	<u>Remarks</u>
	6	Steering Gear Breakdown	Exercise Ships Company.
	21	Blind Pilotage	Exit Jervis Bay-
			Exercise C.B.M.
	23	Blind Pilotage	Enter Jervis Bay-
			Exercise C.B.M.
	23	OOW Manouvres (including RASAPS)	In Company with BOMBARD
	24	OOW Manouvres	Manoverboard - Exercise
	25	OOW Manouvres	Watchkeepers and Ships Co.
	27	OOW Manouvres	
	28	OOW Manouvres	in Company with ADVANCE
			Encounter Exercise
	28	OOW Manouvres	Fleet Entry to Sydney
	30	Blind Pilotage	Anchorage Jervis Bay -
			Exercise C.B.M.
<u>GUNNERY</u>	23	40/60 A.A. Firing	In company with BOMBARD
			ADVANCE - Sleeve Target
	23	.50 Cal A.A. Firing	Sleeve Target
	23	2" Rocket Firing	Simulated Missile
			(JUC 100)
	23	1" Flare Firings	(JUC 100)
<u>NBCD</u>	24	Damage Control Parties	In preparation to lend
			assistance to BOMBARD
<u>SEAMANSHIP</u>	6	Recover Anchor by hand	Exit Kiama
	6	Embark/Disembark Mortar	Lend assistance to CDT1
	7	Jury Rig Anchor	For Passage to Cerberus
	21	Rig New Anchor/Cable	For Passage to Sydney
	24	Tow Aft	Tow BOMBARD to Jervis Bay.
	26	Embark/Disembark Geminis	Commando Exercise
	31	Tow Aft	in preparation to tow
			PORPOISE
	31	Embark/Disembark Geminis	Commando Exercise

HMAS ATTACK
at SYDNEY

3 March 1979



Department of Defence (Navy Office)
Attention: Director of Naval Reserves and Cadets

The Captain
Naval Reserves
HMAS MORETON

The Commander
Australian Mine Warfare and Patrol Forces

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 26 FEBRUARY - 2 MARCH 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my command for the period of 26 February - 2 March 1979. All times unless otherwise stated, are in time zone Lima (-11).
2. I assumed command from Commander G.R. Keays RANR at 1200 on 26th February at HMAS WATERHEN. At 2000 ATTACK sailed in company with HMAS BUCCANEER & ADVANCE for passage to Jervis Bay, exercising on passage. Details of exercises completed are contained in Annex "B". On arrival at Jervis Bay a formation anchorage was carried out in Darling Roads, the three vessels anchoring at 0808 on Tuesday 27th February.
3. The ship's fire fighting party was landed at 0835 for exercises at the fire grounds returning on board at 1200. In the afternoon the ship's landing party was put ashore to assist a landing party from BUCCANEER in "defence" of the marine section HMAS CRESWELL. The party returned on board at 1600 and ATTACK weighed at 1855 and proceeded to sea in company with BUCCANEER & ADVANCE for gunnery exercises. On completion of this exercise the three vessels returned to Jervis Bay anchoring in Darling Roads at 2346.
4. At 0731 on Wednesday 28th February ATTACK weighed and proceeded to sea in company with BUCCANEER & ADVANCE for anti aircraft practice firings. Due to weather conditions it was necessary to cancel the anti aircraft firing and the exercise was rescheduled as a surface firing in the same area. On completion of the surface firings the ships returned to Jervis Bay exercising en route as detailed in Annex "B". Within Jervis Bay heaving line transfers were conducted with BUCCANEER & ADVANCE and on completion ATTACK was required to board DTV SEAL - the scenario being the apprehension of a foreign fishing vessel within the DFZ. ATTACK berthed at 1533 at the Marine Section wharf and after fuelling sailed at 1801 anchoring off HMAS VENDETTA at 1817 for an operation awkward exercise - this exercise commencing at 2030 and finishing at 2300.
5. ATTACK weighed at 0813 on Thursday 1st March and proceeded to sea in company with BUCCANEER & ADVANCE for surface firings. On passage to the exercise area communications and damage control exercises were conducted as detailed in Annex "B". On completion of surface firings the ships returned to Jervis Bay anchoring at 1358. On passage to Jervis Bay a simulated SAR exercise was conducted.

D N R C
(2)

6. At 1702 ATTACK weighed and proceeded to sea in company with ADVANCE, BUCCANEER joining ATTACK & ADVANCE at 1740. The night of 1/2 March involved a mini war situation with the three patrol boats simulating an attacking force on other fleet units. The mini war finished at 0230 on Friday 2nd March and ATTACK, BUCCANEER & ADVANCE proceeded northward entering Sydney Harbour at 0725 for a ceremonial entry.

7. ATTACK berthed starboard side to the OFL at HMAS WATERHEN at 0805 and on completion of fuelling at 0917 cast off and proceeded to Spectacle Island to ammunition ship. Ammunitioning was completed at 1038 and ATTACK proceeded to HMAS WATERHEN berthing starboard side to alongside BUCCANEER at the patrol boat wharf at 1106.

8. Preparations continued for the handover to ATTACK's PNF crew and at 1735 I relinquished command to Lieutenant C.N. Le Marshall RAN. The ship was in a very clean state with no outstanding defects.

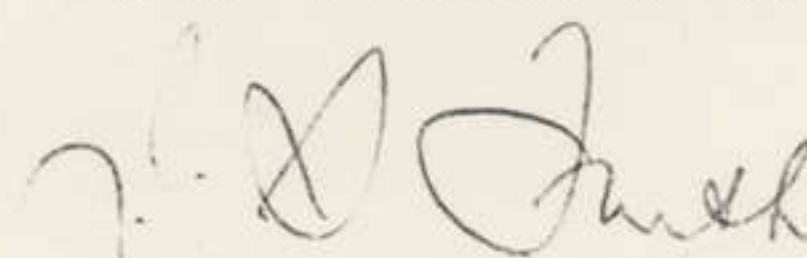
9. During the period all engineering and electrical equipment gave satisfactory service.

10. The health, welfare, conduct and morale of the Ship's company was very good.

I have the honour to be,

Sir,

Your obedient Servant



(J.S. FRITH)

Lieutenant RANR

Commanding Officer

STEAMING DETAILS 26 FEBRUARY - 2 MARCH 1979

1.	Distance steamed during the period	483.1
2.	Distance steamed since Commissioning	267,162.5
3.	Hours underway during period	48 hrs 01 min
4.	Hours underway since Commissioning	20,864
5.	Hours SME since installation	950
6.	Hours PME since installation	941
	Occasions of exceeding economical speed	3 hrs 01 min
	Reasons for exceeding economical speed	to meet EAXP commitments

EXERCISE DETAILS FOR 26 FEBRUARY - 2 MARCH 1979

<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
<u>Navigation</u>		
26	Stationmaster, NCIS	
27	Formage	
27	Formation Departure	By Flag Hoist
27	Blind Pilotage Formage	
01	Formage	
02	NCIS	
<u>Communications</u>		
27	Flag Hoist Exercise	Weigh by Flag Hoist
28	NCX 302	Tactical Communications Exercise
01	NCX 202	Flashing Exercise
<u>Gunnery</u>		
27	Land Landing Party	Defend JB Marine Section
27	AAROFX	2 inch Rocket Flare & 40/60 Bofor
28	SUTF	40/60 Bofor and .50 cal MG Originally programmed as AACRF but due to weather OMN1 AZTEC could not fly.
28	Small arms Shoot	AR & F1
28	BOARDEX	Simulated FFV
01	SUTF	Towed Target 40/60 Bofor
<u>NBCD</u>		
26	NBCD practical Damage Control	At HMAS PENGUIN
27	Land Fire Fighting Party	Fire Ground HMAS CRESWELL

ANNEX 'B' TO HMAS ATTACK
LETTER DATED 3 MAR 79

NBCD - Continued

01 DCX

Scenario

40/60 hit in junior
sailors mess

1. Smoke filled area
2. Flooding
3. Casualty evacuation
4. Shore up deck

Seamanship

28 HLT

On BUCCANEER
and ADVANCE

01 SAR

Simulated SAR
Exercise

Additional Exercises

28 AWKEX

Three FPBS and
DD anchored
Protection of
Anchorage.

np

1.16.9

HMAS ATTACK
At WESTERNPORT

April, 30 1979

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM Australian Fleet

The Naval Officer-in-Charge
VICTORIA

The Commander
Australian Mine Warfare and Patrol Forces

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01 - 30 APRIL, 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01 - 30 April, 1979. All times unless otherwise stated are in Zone Kilo (-10).
2. At the commencement of the period ATTACK was alongside at HMAS WATERHEN completing her 1000 hour engine planned maintenance schedule with two URDEFS outstanding. (URDEF 91/79 Glacier Oil Filter and 92/79 Exhaust Blower Bellows).
3. During the forenoon on the 5th, URDEF 92/79 was rectified. At 1800, ATTACK cast off and proceeded to sea for the final stages of Exercise Orpheus One, a combined exercise with elements of Number One and Two Army Reserve Commando Companies. On clearing Sydney Heads, the Ship set course north for Newcastle. At 0100, on the 6th, elements of No. 2 Company were recovered by commando gemini from Stockton Beach, soon after ATTACK proceeded south to Sydney berthing at HMAS WATERHEN at 0720 to disembark the Army personnel.
4. ATTACK's visit to Eden programmed for the period 7 - 8 April, 1979 was cancelled on the 6th to allow the staff of COMAUS MINPABFOR to "sea ride" with the Ship on Monday 9th.
5. At 1000, on the 9th, ATTACK embarked COMAUSMINPABFORs Staff Navigator and Damage Control CPOMTH and sailed, in company with HMAS BUCCANEER. On clearing the Sydney Heads, the two Ships set course north for Broken Bay. Exercises in accordance with Annex B. were carried out during the day.

.../2

6. At 1900, after completing the passage back to Sydney, COMAUSMINPABFORs Staff was disembarked in Watsons Bay and ATTACK proceeded south to commence her second Southern Patrol of 1979. At 1000 on the 10th, the Ship was forced, due to weather, to seek shelter in Twofold Bay. At 1145, ATTACK anchored off Eden. Soon after, the Ship was able to berth alongside to enable fuel and water to be embarked. The Ship remained alongside until the weather moderated.
7. At 0830, on the 12th, ATTACK cast off and proceeded south to Georgetown. At 0800 on the 13th, after an uneventful passage from Eden, the Ship berthed at the Plant Wharf, Georgetown. Soon after, Mr. H. Davies representing the Port of Launceston Authority, called. I returned the call at 1600 when I visited the Warden's Cottage, Low Head Pilot Station.
8. The Easter period alongside in Georgetown provided a pleasant break for the Ship's Company. As USS COCHRAN was visiting Bell Bay, ATTACK was able to participate in many joint social and sporting events.
9. ATTACK's planned departure from Georgetown during the forenoon on the 17th was delayed due to very rough seas and strong winds. Prior to sailing, at 1730, the Ship proceeded from Georgetown to Bell Bay to fuel. On clearing Low Head, course was set north in moderate weather.
10. Bass Strait was crossed in **deteriorating weather**. During the passage, a re-occurring malfunction of the steering gear was noted, this caused the steering to lock whilst helm was being applied. On berthing at WESTERNPORT at 0740 on the 18th, URDEF 93 of 79 was raised.
11. ATTACK remained alongside at CERBERUS to enable the Base Staff and Ship's Staff to rectify the URDEF. Major rebuilding of the steering gear was necessary due to excessive wear. The steering was successfully trialed at sea on the 20th of April.
12. The Ship's planned departure for Port Fairy on the 23rd was delayed to allow very rough seas and strong winds to moderate. ATTACK sailed at 0700 on the 24th. On clearing Westernport, course was set west for Port Fairy. The Ship encountered rough but moderating seas.
13. ATTACK anchored off Battery Point, Port Fairy in calm weather at 1715. Preparations for the Ship's participation in the local Anzac Day service and march were finalised on arrival. At 1915, I called on the Mayor of Port Fairy, Councillor J. Brophy MBE and the President of the Port Fairy RSL Mr. F. Hedley.
14. At 0800 on the 25th, ATTACK's Ship's Company, with the exception of the duty part, landed at Port Fairy. Divisions were held on arrival ashore. On completion, the Ship's Company moved to the Port Fairy RSL Hall to form up for the Anzac Day March.

15. The march commenced at 1000, during its course, a halt at the Civic Centre enabled a Community Service to be held. During the service, short addresses were presented by the Mayor of Port Fairy, President of the RSL, and myself. On completion of the service, the marchers moved to the Port Fairy War Memorial for a wreath laying ceremony. At 1130, the Ship's Company were hosted at lunch by the Port Fairy RSL.

16. ATTACK weighed anchor and proceeded east for Westernport at 0600 on the 26th. After an uneventful passage, the Ship berthed at CERBERUS at 1530. Preparations commenced for the Ship's handover to RANR personnel on Friday the 27th.

17. At 1330 on the 27th, ATTACK sailed for the short passage from CERBERUS to Stony Point in preparation for the RANR Handover. Opportunity was taken to embark personnel from HMAS CERBERUS for Patrol Boat familiarisation. On clearing Hann's Inlet, a defect in the Starboard Main Engine necessitated a return to CERBERUS. Investigation revealed a defective injector nozzle. On replacement, a successful basin trial was carried out. At 2100, on the 27th, I relinquished command to LCDR M. Hills RANR.

18. At 1600 on the 29th, I reassumed command. The Ship was in a very clean state on handover. On Monday the 30th ATTACK commenced an eleven day AMP prior to the passage north to Cairns for refit.

19. The Ship's engineering and electrical equipment have performed satisfactorily during the period. The number of defects during the month reflect the extended period since the Ship's last refit in 1975. URDEF 91/79 remains outstanding due to unavailability of replacement parts.

20. The health, welfare, conduct and morale of the Ship's Company has remained very good. On the 25th, I addressed the Ship's Company on matters of security.

I have the honour to be,

Sir,

Your obedient Servant.

C. Le Marshall.

(C.N. Le MARSHALL)
Lieutenant RAN
Commanding Officer

Annexes: A: Steaming Details
B. Exercise Details

ANNEX 'B' TO

HMAS ATTACK Letter 1.16.9

DATED 30APR79

EXERCISE DETAILS FOR 01-30 APR79

DATE:

EXERCISE:

REMARKS

NAVIGATION

06	Blind Pilotage	Anchorage - Newcastle Harbour
09	OOW Manoeuvres	In Company - HMAS BUCCANEER
09	Blind Pilotage	Navigate In/Out of Broken Bay
24	Blind Pilotage	Anchorage Port Fairy
27	OOW Manoeuvres	Man Overboard - Exercise C.B.M.
27	Shiphandling	Exercise COXN Entrance berthing Hanns Inlet
27	Shiphandling	Exercise XO Entrance - Berthing Hanns Inlet.

NBCD

04	Casualty Ex	Prove servicibility of New linear stretcher
09	Major NBCD Ex	Onboard BUCCANEER - using ATTACK NBCD Parties - including Fire/Flood/Casualty,
23	Flood Ex	Bosuns Store - Prove Servicibility of Lombardini
30	Casualty Ex	COMCEN - Exercise Ship's Company

GUNNERY

09	Boarding Stations	ATTACK board BUCCANEER
24	Captain's Division	Ship's Company participation Port Fairy. Anzac Day Ceremonies.

SEAMANSHIP

06	Boatwork	Land/Recover commando unit - Newcastle
09	Tow Ex.	ATTACK tow BUCCANEER

(C.M. de MARSHALL)
Lieutenant RN
Commanding Officer

At: Steaming Details
H. Exercise Details

ANNEX 'A' TO HMAS ATTACK LETTER
1.16.9 DATED

STEAMING DETAILS

1. Distance steamed during period 1642.8 miles.
2. Distance steamed since Commissioning 271,191.9 miles.
3. Hours underway during period 126 33/60 hrs.
4. Hours underway since Commissioning 21,166 18/60 hrs.
5. Hours SME since installation 1185 hrs.
6. Hours PME since installation 1169 hrs.
7. Occasions for exceeding economical speed Nil.

1.16.9

HMAS ATTACK
at Cairns

31 May 1979

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCES

The Commanding Officer
HMAS CAIRNS

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01 - 31 MAY 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01-31 May 1979. All times unless otherwise stated are in Zone Kilo (-10).

2. At the commencement of the period HMAS ATTACK was alongside HMAS CERBERUS, in the early stages of an eleven day assisted maintenance period.

3. On Friday 11th programmed exercises with Two Commando Company Australian Army Reserve were amended due to unsuitable weather. Valuable training for both Army personnel and ships company was, however, achieved by conducting extensive embarking and disembarking exercises within Hann's Inlet. Standard operating procedures for operating with commando personnel and Gemini craft were trialled and found to be successful.

4. ATTACK's programmed departure for Cairns on Sunday 13th was delayed once again, due to adverse weather. On Monday 14th at 0800 the ship cast off and proceeded. On clearing Westernport course was set south-east for Wilson's Promontory. At midday deteriorating weather conditions caused the ship to seek shelter. ATTACK altered course to the north-west and returned to Westernport berthing alongside HMAS CERBERUS at 1500.

5. At 1100 on Tuesday 15th, ATTACK again departed HMAS CERBERUS for passage North. Rough but moderating weather was encountered on clearing Westernport.

6. At 1000 Wednesday 16th whilst abeam of Montagu Island the ship struck what was believed to have been a partially submerged log. At the time of the incident ATTACK was on a course of 010°, speed 18 kts running a parallel index of 2.6 miles to port on Montagu Island. It is believed the log struck the keel of the ship forward and continued aft where it was struck by the screws. Immediately the impact was felt the lookout on watch reported seeing pieces of a large log wash to the surface and sink soon after. The ship immediately decreased speed and stopped whilst a thorough engineering/NBCD inspection was carried out. The inspection revealed no apparent damage within the ship. Conditions were unsuitable for an underwater inspection to take place.

7. At 1015 it was considered safe for the ship to attempt to get underway. Excessive vibration was experienced throughout the ship when the STBD engine was run at below 900 revolutions ahead. The Port engine when run ahead at any speed, indicated possible damage to the port shaft and screw. The most satisfactory means of continuing the passage was to proceed north on the STBD engine at one thousand revolutions. At 1120 the port stern gland developed a minor leak, vibration throughout the ship began to increase slightly. At 1400 both the leak and the vibration had stabilised and it was considered the ship could reach Sydney without further incident. At 2230 the ship entered Port Jackson and at 2320 ATTACK berthed alongside HMAS WATERHEN.

8. At 0800 on Thursday 17th an inspection was carried out on the underwater area aft. This revealed feathering of two blades on the STBD screw. The port screw and shaft appeared undamaged. During the forenoon trials were carried out in Sydney Harbour with COMAUSMINPABFOR's engineering staff embarked. It was decided the ship would continue north to Cairns to enable repairs to be completed during the ship's forthcoming refit. URDEF 96/78 was raised. At 1300 ATTACK cast off and proceeded to sea. On clearing Sydney Heads course was set north for Gladstone.

9. At 2330 on Saturday 19th after an uneventful passage ATTACK berthed STBD side to No 2 wharf at Gladstone. At 1030 on Sunday 20th, on completion of fuelling, the ship cast off and proceeded. At 1210, Gladstone harbour was cleared and course was set north for the passage to Cairns via the Inner Barrier Reef.

10. At 0445 on Tuesday 22nd, ATTACK anchored in Trinity Bay off Cairns. At 0600 the ship weighed and proceeded for the entry into Cairns, berthing Port side to the NQEA Fitting Out Wharf at 0645. By 0730 the ship had de-ammunitioned and soon after defuelling was completed. At 0800 the ship reverted to 48 hours notice for sea and went out of routine. Later that day ATTACK was briefly slipped and unslipped to allow the port screw to be removed. The slipping commenced at 1700; by 1850 the ship was again secured port side to NQEA Fitting Out Wharf.

11. Immediately after arrival Pre-refit trials were completed and surveys commenced. The ship's refit commenced on Monday 28th May. Prior to this, on Saturday 26th ATTACK was slipped to allow further surveys and work to commence on the underwater areas. The refit is proceeding in a satisfactory manner. The liaison, assistance and co-operation from both North Queensland Engineering Agents and HMAS CAIRNS has been excellent. The problems associated with completing a refit in a ship a great distance from its administration and operating authority have been minimal as a result.

12. The ships engineering and electrical equipment have performed satisfactorily during the period. URDEF 91/78, a Glacier oil filter defect on both main engines remains outstanding due to unavailability of stores. URDEF 96/78, the STBD screw defect also remains outstanding.

13. The health, welfare, conduct and morale of the Ships Company has remained very good. On the Tuesday 29th I addressed the ships company on matters of security and refit safety.

I have the honour to be,

Sir,

Your obedient Servant,

C. N. LeMarshall

(C.N. LeMARSHALL)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

ANNEX 'A' to HMAS ATTACK
letter 1.16.9 dated

31 May 1979

STEAMING DETAILS

1.	Distance steamed during period	2,024.8 miles
2.	Distance steamed since Commissioning	273,216.7 miles
3.	Hours underway during period	143 30/60
4.	Hours underway since Commissioning	21,272 18/60
5.	Hours SME since installation	1,221
6.	Hours PME since installation	1,304
7.	Occasions for exceeding economical speed	NIL

ANNEX 'B' to HMAS ATTACK
letter 1.16.9 dated

31 May 1979

EXERCISE DETAILS FOR - MAY 1979

<u>Date</u>	<u>Exercise</u>	<u>Remarks</u>
<u>Navigation</u>		
19	Blind Pilotage	Entry Gladstone
22	Blind Pilotage	Anchorage Cairns Executed by C.B.M.
<u>Gunnery</u>		
15	Boarding Stations	
<u>NBCD</u>		
1	Fire Exercise	
13	Fire Exercise	
20	Flood Exercise	
<u>Seamanship</u>		
12-13	Launch/Recovery Drills Commando Gemini's	Standard Operating Procedures.

RESTRICTED

1/16/9

HMAS ATTACK
at Cairns

30 June 1979

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01-30 JUNE 1979

Sir,

I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01-30 JUNE 1979. All times unless otherwise stated are in Zone KILO (-10).

2. At the commencement of the period ATTACK was slipped at the North Queensland Engineers and Agents (NQE) Dockyard Slipway at Smiths Creek Cairns in the first week of a nine weeks refit. At 2000 on Wednesday 27th the ship unslipped. By 2030 ATTACK was secured port side to the Fitting Out Wharf (NQE) Smiths Creek.

3. Both the physical and financial aspects of the refit are progressing satisfactorily. Delays in the supply of a reconditioned starboard gearbox may delay planned machinery trials scheduled for the 19th July 1979.

4. During the period of the refit opportunity has been taken employing the ships company in progressing hull and upperdeck planned maintenance to the utmost. All external metal areas of the ship above the wind and water line have been stripped of all paint and are in the process of being treated and repainted. Engineering and electrical planned maintenance is being progressed by both the ship's company and Base Staff HMAS CAIRNS.

RESTRICTED

RESTRICTED

5. The health of the Ship's Company has remained very good during the period. The extended period in Cairns has enabled the Ship's Company to undergo dental checkups: subsequent dental work has been carried out.

6. The welfare and morale of personnel onboard is very good. All members of the ship's company have been able to take leave during the period. There have been few problems associated with spending a considerable time away from the ship's normal operating area.

I have the honour to be,

Sir,

Your obedient Servant,



(K.R. JOHNSON)
Sub-Lieutenant RAN
for Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

RESTRICTED

RESTRICTED

ANNEX 'A' TO HMAS ATTACK
LETTER 1.16.9 DATED
30 JUNE 1979

STEAMING DETAILS JUNE 1979

1.	Distance steamed during the period	Nil
2.	Distance steamed since Commissioning	271,192
3.	Hours underway during period	Nil
4.	Hours underway since Commissioning	21,166
5.	Hours SME since installation	1,185
6.	Hours PME since installation	1.169
7.	Occasions for exceeding economical speed	Nil

RESTRICTED

RESTRICTED

ANNEX 'B' TO HMAS ATTACK
LETTER 1.16.9 DATED
30 JUNE 1979

EXERCISE DETAILS FOR JUNE 1979

<u>Date</u>	<u>Exercise</u>	<u>Remarks</u>
<u>NBCD</u>		
2 JUNE	Fire Exercise	
9 JUNE	Fire/Casualty Exercise	
17 JUNE	Fire Exercise	
25 JUNE	Fire Exercise	
27 JUNE	Flood Exercise	

RESTRICTED

RESTRICTED

1.16.9

HMAS ATTACK
at Cairns

31 July 1979

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01 - 31 JULY 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01-31 July 1979. All times unless otherwise stated are in Zone KILO (-10).
2. During the period HMAS ATTACK was alongside the North Queensland Engineers and Agents (NQEAs) Fitting Out wharf in Cairns undergoing her first major refit since being repaired and refitted after Cyclone Tracy.
3. All aspects of the refit are progressing satisfactorily. Delays in the supply of a reconditioned starboard gearbox delayed planned machinery trials until the end of the month. On the 31st machinery trials were attempted. A defective port main engine governor caused the trials to be postponed one day to allow a new unit to be fitted.
4. Upper deck planned maintenance has been progressed in a most satisfactory manner. All upperdeck areas have been stripped, treated and fully painted. All below deck spaces, with the exception of the engine room have been prepared and spray painted. Electrical and Engineering planned maintenance continues to be progressed in a satisfactory manner by HMAS CAIRNS Base Staff and Ships Staff.

RESTRICTED

RESTRICTED

RESTRICTED

2

5. On the 17th the ships company completed a Fire Fighting refresher course using the facilities of the Cairns Fire Brigade. Two senior sailors and four junior sailors successfully completed parts one and two of the Promotion Board convened by HMAS CAIRNS during the period.

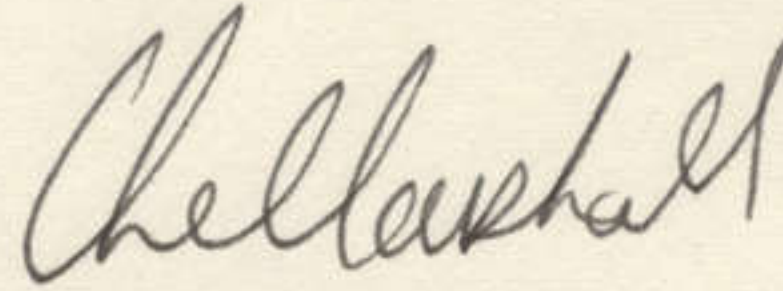
6. The health and welfare of the ships company remains excellent. On the 30th the ships company were able to re-occupy their messes as they became habitable as the refit drew to a close. Morale of all personnel remains very good.

7. During the period the ships company have been addressed on matters of security, first aid and drugs. Sections of the Manual of Naval Law have also been read to them.

I have the honour to be,

Sir,

Your obedient Servant,



(C.N. Le MARSHALL)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

RESTRICTED

RESTRICTED

RESTRICTED

ANNEX A TO HMAS ATTACK
LETTER 1.16.9 DATED

31 July 1979

STEAMING DETAILS

1.	Distance steamed during period	Nil
2.	Distance steamed since Commissioning	271,192
3.	Hours underway during period	Nil
4.	Hours underway since Commissioning	21,166
5.	Hours SME since installation	1,185
6.	Hours PME since installation	1,169
7.	Occasions for exceeding economical speed	Nil

RESTRICTED

RESTRICTED

RESTRICTED

ANNEX 'B' TO HMAS ATTACK
LETTER 1.16.9 DATED

31 July 1979

EXERCISE DETAILS

<u>Date</u>	<u>Exercise</u>	<u>Remarks</u>
<u>NBCD</u>		
2	Fire Exercise	
7	Flood Exercise	
9	Fire Exercise	
17	Fire Fighting Refresher Training	
20	Fire Exercise	

RESTRICTED

RESTRICTED

1.16.9

RESTRICTED

HMAS ATTACK
at Cairns

31 August 1979

The Commanding Officer
HMAS CERBERUS

For Information:

The Flag Officer Commanding
HM AUSTRALIAN FLEET

The Naval Officer-in-Charge
VICTORIA

The Commander
AUSTRALIAN MINE WARFARE AND PATROL FORCES

The Naval Officer-in-Charge
CAIRNS

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01-31 AUGUST 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01-31 August 1979. All times unless otherwise stated are in Zone Kilo(-10).
2. At the commencement of the period HMAS ATTACK was alongside the North Queensland Engineers and Agents (NQEAs) Fitting Out Wharf Smiths Creek Cairns in the final stages of a major refit. During the forenoon of the 1st successful basin trials were carried out. On the 6th and 7th RANTAU carried out successful Harbour Acceptance Trials.
3. At 0800 on the 8th, after embarking RANTAU, Dockyard and HMAS CAIRNS Staff, ATTACK cast off and proceeded for Sea Trials. These trials, which included Gun Functioning, Turning and Anchor Trials were successfully completed. A minor defect associated with the power source to the offshore Echo Sounder was the only refit oriented problem encountered during the day, this was rectified by NQEA staff on berthing. During the course of the Sea Trials it was found that the Port Main Engine, which had not been run under load since the commencement of the refit, was producing out of tolerance cylinder head temperature readings. On berthing at No 1 wharf Cairns at 1630 Ships Staff, assisted by HMAS CAIRNS Base Staff rectified the cylinder head temperature problem.

RESTRICTED

RESTRICTED

2

4. At 1015 on Thursday 9th the Post Refit Conference at NQEA concluded HMAS ATTACK's Refit. That afternoon the Port Main Engine was successfully trialed at sea. The week concluded with the Naval Officer-in-Charge CAIRNS Commander I.W. HALL RAN informally walking around the ship during the forenoon on Friday 10th.

5. The ship's shakedown period commenced on Monday 13th at 1000 when ATTACK cast off and proceeded in accordance with the NOIC CAIRNS Operation Order 4/79 - HMAS ATTACK Shakedown/Workup Programme. Exercises were carried out in accordance with the oporder, these included emergency, NBCD, gunnery, seamanship and navigation evolutions and drills. At 0630 on Thursday 16th after spending the night anchored in the lee of Magnetic Island, ATTACK berthed Port Side to No 9 Wharf Townsville. On berthing the ship's company proceeded ashore to the Lancelin Rifle Range where an Annual Range course was conducted. At 2030 that evening the ship cast off, on clearing Townsville Harbour course was set for Cairns. Exercises continued during the passage north and at 1200 on Friday 17th the ship berthed at No 1 wharf Cairns.

6. ATTACK's workup commenced on Monday 20th at 1000 when ATTACK in company with HMAS BAYONET cast off and proceeded to sea, once again, in accordance with NOIC CAIRNS Oporder 4/79. On Wednesday 22nd, opportunity was taken to incorporate into the exercise programme two hours in the afternoon at sea with Sea Scouts from TS ENDEAVOUR and a number of civilian guests embarked. Later that day the ship proceeded to the leads off Cairns Harbour to enable the magnetic penscope compass to be swung. ATTACK remained overnight in Cairns sailing at 0730 Thursday 23rd in company with BAYONET. Prior to departure the Staff Officer Weapons and the Staff Officer Navigation to COMAUSMINPAB LCDR A.C. HALPIN RAN and LEUT E.L. MORGAN RAN, had been embarked to observe the final two days of ATTACK's workup. The workup concluded at 1130 on Friday the 24th with a formation entry into Cairns.

7. On Monday 27th the ship cast off and proceeded to sea for a short four day patrol. In this period ATTACK conducted detailed surveillance duties in the Cairns to Lizard Island area locating and obtaining information on a number of vessels believed to be entering the country without being processed by health authorities. ATTACK returned to Cairns on the 30th berthing at No 1 Wharf at 1000. On arrival the ship commenced a fourteen day AMP. This period will conclude with ATTACK's Annual Inspection and Operational Readiness Evaluation.

8. The ship's engineering and electrical equipment has performed satisfactorily during the period. The problems normally associated with setting equipment to work have been few. URDEFS 1/82, 2/82, 3/82 and 4/82 the 696 UHF Transceiver, 916 Radar, 696 UHF Transceiver and the Echo Sounder respectively have been raised. All, with the exception of the 696 UHF

RESTRICTED

RESTRICTED

3

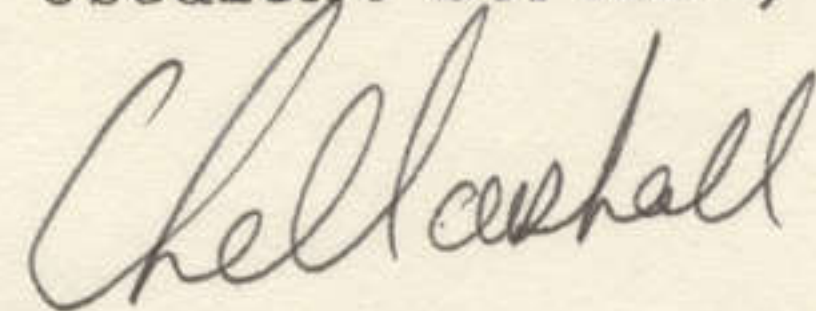
Transceiver, have been quickly rectified with the assistance of Base Staff. Two URDEFS outstanding prior to the Refit, URDEFS 91/78 and 96/78 a Glacier Filter defect and a damaged Starboard Propeller respectively were rectified in the course of the refit.

9. The health, welfare, conduct and morale of the Ship's Company has remained very good during the period. On the 22nd I addressed the ship's company on matters of security.

I have the honour to be,

Sir,

Your obedient Servant,



(C.N. LeMARSHALL)
Lieutenant RAN
Commanding Officer

ANNEXES: A. Steaming Details
B. Exercise Details

RESTRICTED

RESTRICTED

ANNEX 'A' TO HMAS ATTACK
LETTER 1.16.9 DATED
31 August 1979

STEAMING DETAILS AUGUST 1979

1.	Distance steamed during period	1,476 miles
2.	Distance steamed since Commissioning	272,668 miles
3.	Hours underway during period	124
4.	Hours underway since Commissioning	21,290
5.	Hours SME since installation	1,323
6.	Hours PME since installation	1,400
7.	Occasions for exceeding economical speed	11
	<u>Date</u> <u>Hours</u> <u>Remarks</u>	
	9 Aug 2 Abortive Full Power Trial	

RESTRICTED

RESTRICTED

ANNEX 'B' TO HMAS ATTACK
LETTER 1.16.9 DATED
31 August 1979

EXERCISE DETAILS FOR AUGUST 1979

<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
<u>Navigation</u>		
13	OOW/Eng Breakdowns	1. Main Engines 2. Steering Gear 3. Generator Breakdown
	MOBEX	Exercise Watchkeepers
14	Compass Check	Ships Staff Only
14	Comms Drills	1. Test TRC 300/PRC F1 2. Rig Emerg HF Aerial
14	MOBEX	Exercise X.O.
14	Blind Pilotage	Entry Cairns
15	NCX 604	1. Magnetic Compass Used 2. Emergency Crypto 3. Emergency Destruction
15	OOW/Eng Breakdowns	1. Steering Gear
15	Blind Pilotage	1. Anchorage Fitzroy Is.
15	Visual Pilotage	1. Departure Townsville X.O. Con Ship
20	Formation Departure	1. ATTACK (OCS), BAYONET
20	OOW Manoeuvres	1. Competitive MOBEX
20	NCX 206	1. Flashing For X.O.'s
20	RASAPS	1. Heaving Line Transfers
20	Radar Calibration	1. Two Ships Method
20	NCX 602	1. Read Mercast Schedule (A13B)
20	Formation Anchorage	1. ATTACK (OCS), BAYONET
20	OOW Manoeuvres	1. Using FPB Table/Flags
21	NCX 206	1. Flashing for X.O.'s
22	OOW Manoeuvres	1. By Flags
22	RASAPS	1. X.O.'s Con Ship
22	Compass Swing	1. By COMAUSMINPAB Navigator
23	Formation Departure	1. ATTACK (OCS), BAYONET
23	OOW Manoeuvres	1. By Flags

RESTRICTED

RESTRICTED

<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
23	NCX 604	
23	OOW Manoeuvres	1. Emerg. Crypt. Team send message to CAIRNS
23	Surface Plot Compilation	1. Competitive Drills in Company
24	Formation Entry	1. ATTACK/BAYONET Gun Plots
		1. ATTACK (OCSS) BAYONET Entry Cairns
<u>Gunnery</u>		
08	Gun Functioning	
13	Action, Defence, Emerg and Leave Ship Stations	40/60 & .50 Cal Prove Watchbill
14	SUPX	
15	Defence/Action Stations	40/60 & .50 Cal
15	AAROFX	Sail at Action Stations
16	A.R.C.	40/60 & .50 Cal 2" Rocket as Target
21	SUPX	All Ship's Coy
21	BOARDX	40/60 & .50 Cal at BAYONET's Splash Target
21	CP. AWWARD	1. ATTACK Board BAYONET
22	AAROFX	2. Send Fishrep to CAIRNS
23	BOARDX	1. Prove Watchbill
23	Small Arms Shoot	1. 40/60 & .50 Cal at BAYONET's 2" Rockets
24	SUPX	1. ATTACK Board BAYONET (ATT)
		1. SLR/AR
		1. Gun Functioning
<u>NBCD</u>		
14	NBCDX	
15	First Aid	1. Equipment Familiarisation
21	Major NBCDX	1. Instruction on Portable Stretcher
23	Emerg. Pty Exercise	1. Render Assistance to BAYONET

RESTRICTED

R E S T R I C T E D

1.16.9

HMAS ATTACK
At WESTERNPORT

30th. September, 1979

The Flag Officer Commanding
HM AUSTRALIAN FLEET

For Information

The Commanding Officer,
HMAS CERBERUS

The Naval Officer Commanding,
VICTORIA

The Commander,
AUSTRALIAN MINE WARFARE AND PATROL FORCES

HMAS ATTACK - REPORT OF PROCEEDINGS

PERIOD 01 - 30 SEPTEMBER, 1979

Sir,

I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01 - 30 September, 1979. All times, unless otherwise stated are in Zone Kilo (-10).

2. At the commencement of the period HMAS ATTACK was alongside Number One Wharf, Cairns completing an Assisted Maintenance Period and preparing for the programmed Annual Inspection and Operational Readiness Evaluation.

3. At 0800 on the 10th., the Annual Inspection, carried out by NOIC CAIRNS, CMDR I.W. Hall, RAN on behalf of COMAUSFLT, commenced. Departmental Inspections were progressed on the 10th. and 11th. On the 12th., at 0810 Inspecting Officer's Divisions were held. On completion the required books and documents were inspected, formal Rounds of the Ship followed.

4. At 0913 on the 13th., after having delayed sailing 43 minutes due to a defective Port Gearbox, ATTACK cast off and proceeded to the Cairns exercise areas to participate, with HMA Ships BARBETT, BAYONET and BARRICADE, in an exercise conducted by the Commander Australian Mine Warfare and Patrol Forces. This exercise, which was detailed in COMAUSMINPAB's Oporder 16/79, incorporated HMAS ATTACK's Operational Readiness Evaluation.

5. Exercises continued in accordance with the Oporder on the 14th., the day's events concluded with a formation entry into Cairns and a Disaster Exercise conducted in accordance with NOIC CAIRNS' Oporder 5/79. The Disaster Exercise trained Task Element 327.4.4.1 and HMAS ATTACK in disaster procedures for the Cairns area. On completion of the Exercise, a 'Hot Washup' of the Exercises and HMAS ATTACK's ORE was conducted. ATTACK was evaluated as being operationally ready.

R E S T R I C T E D

.../6. On the

R E S T R I C T E D

-2-

6. On the 17th., ATTACK cast off and on clearing Cairns, set course for the Southern Patrol areas. At 1430 on the 20th., after an uneventful passage, ATTACK berthed at HMAS MORETON, Brisbane. At 1230 on the 22nd., having fuelled and victualled, the Ship departed from HMAS MORETON. On clearing Moreton Bay, course was again set South for Sydney.

7. During the passage South, strong winds and very rough seas caused the Ship to seek shelter in Newcastle. At 0040 on the 24th., ATTACK berthed at No. 4 Berth Newcastle, astern of HMAS BOMBARD. On arrival URDEFs 7/82 and 8/82 were raised as the rough weather previously encountered had caused water ingress, at the rate of fifty gallons an hour, into the Forward accommodation areas of the Ship.

8. At 0630 on Tuesday, 25th., the weather had moderated sufficiently to allow ATTACK in company with BOMBARD to proceed on the short passage to Sydney. Both Ships berthed at HMAS WATERHEN at 1200. During the afternoon, work commenced to rectify URDEFs 7/82 and 8/82. By 1500 on the 26th., repairs were completed, soon after ATTACK cast off and on clearing Sydney Harbour, course was set for Westernport.

9. At 0800 on the 28th., the Ship berthed at HMAS CERBERUS. On arrival preparations commenced to allow HMAS ATTACK to participate in the HMAS CERBERUS Open Day activities. At 1030 on the 30th., ATTACK cast off and proceeded to rendezvous with units from No. 2 Commando Company, Australian Army Reserve. At 1130, ship participated with the Commando units in a simulated attack and raid on the jetty area at HMAS CERBERUS. At 1145 the Ship secured alongside at HMAS CERBERUS.

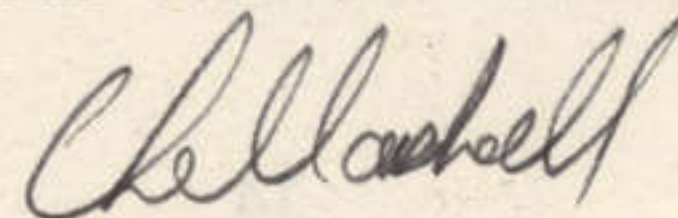
10. During the period, the Ship's Engineering and Electrical equipment has performed satisfactorily. URDEFs 5/82 - 9/82 have been raised. All have been successfully rectified.

11. The health, welfare and morale of the Ship's Company has remained very good during the period. On the 13th. I addressed the Ship's Company on matters of Security.

I have the honour to be,

Sir,

Your obedient Servant



(C.N. LE MARSHALL)
Lieutenant RAN
Commanding Officer

- Annexes: A. Steaming Details - SEP 1979
B. Exercise Details for September, 1979

R E S T R I C T E D

R E S T R I C T E D

ANNEX "A" TO
HMAS ATTACK LETTER 1.16.9
DATED 30SEP79

STEAMING DETAILS - SEP 1979

1.	Distance steamed during the period	2,182 miles
2.	Distance steamed since Commissioning	274,850
3.	Hours underway during period	161
4.	Hours underway since Commissioning	21,451
5.	Hours S.M.E. since installation	1,404
6.	Hours F.M.E. since installation	1,554
7.	Occasions for exceeding economical speed -	Nil

ANNEX "B" TO
HMAS ATTACK LETTER 1.16.9
DATED 30SEP79

EXERCISE DETAILS FOR SEPTEMBER, 1979

	<u>Date</u>	<u>Exercise</u>	<u>Remarks</u>
<u>Gunnery</u>	13	S.U.F.X.	Firing on BARBETTE's towed target.
	13	AAROFX	In Company, BARBETTE BAYONET, BARRICADE.
	14	AAROFX	In Company, BARBETTE, BAYONET, BARRICADE.
	14	BOARDX	ATTACK board BARRICADE
	28	S.U.F.X.	Using Break-Up Shot for HMAS CERBERUS Open Day.
<u>Navigation</u>	14	Formation Departure	From Fitzroy Is., Anchorage ATTACK (OCS), BARBETTE, BAYONET, BARRICADE.
	14	Steering Gear Breakdown	Exercise Ship's Company.
	14	Gyro Failure	Exercise OOW.
	14	MANORD	Exercise O:X.
<u>Seamanship</u>	13	Rig Para Anchor	Exercise Ship's Company.
	14	TOWEX	ATTACK tow BARRICADE
<u>NBCD</u>	14	Major NBCD Ex.	Main Engine Failure/- Flood Forward and Casualty Evacuation.

R E S T R I C T E D

HMAS ATTACK
At WESTERNPORT

31st. October, 1979

The Flag Officer Commanding
HM Australian Fleet

For Information:

The Commanding Officer
HMAS CERBERUS

The Naval Officer Commanding
VICTORIA

The Commander
Australian Mine Warfare and Patrol Forces

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01-31OCT79

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01 - 31 October, 1979. All times unless otherwise stated are in Zone K(-10) until 0200 28 October, when clocks were advanced one hour to 0300 Lima.
2. At the commencement of the period, HMAS ATTACK was alongside at Westernport progressing planned maintenance. On the 10th. at 1000, the Ship sailed for a short two-day patrol. On clearing Westernport, opportunity was taken to exercise gunnery drills in the local exercise areas. These drills proved the 40/60 Bofor Gun to be unserviceable due to excessive buffer travel (URDEF 12/82).
3. On completion of the gunnery exercises, major defects on both main engines caused the Ship to return to Westernport. On arrival URDEF 10/82, an unserviceable thermostat on the Starboard engine was raised and URDEF 11/82, unserviceability of the Port main engine due to excessive temperature scatter at the cylinder heads was also raised. URDEF 11/82 necessitated major work to be carried out on the Port main engine, as a result it was decided to commence the scheduled assisted maintenance period one day earlier. A leave period for the Ship's Company commenced on Thursday 11th. Later that day URDEF 10/82 was rectified.

.../4. The remaining

4. The remaining two outstanding major defects were rectified by the 22nd. On the 23rd HMAS ATTACK was required at short notice to escort A.T. 1536, the CERBERUS based tug from Westernport to Williamstown. The ship with the tug in company cast off at 0850. At 1400, the two vessels transitted the Rip and at 1800 both vessels berthed alongside at Williamstown Naval Dockyard. ATTACK remained alongside overnight. At 0950 on the 24th, the ship cast off for the return passage to Westernport. After an uneventful passage the ship berthed at HMAS CERBERUS at 1500. On berthing the ship recommenced her assisted maintenance period.

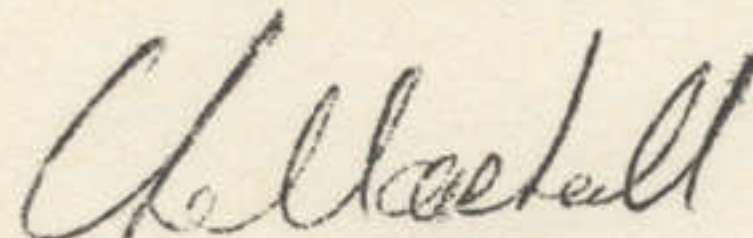
5. During the period the long outstanding defect that was responsible for unacceptable temperature scatter on the port main engine was found and rectified. The ships engineering and electrical equipment have performed satisfactorily.

6. The health, welfare, conduct and morale of the Ship's Company has remained excellent over the period.

I have the honour to be,

Sir,

Your obedient Servant,



(C.N. Le MARSHALL)
Lieutenant, RAN
Commanding Officer

ANNEX 'A' TO HMAS ATTACK
LETTER 1.16.9 DATED 31 OCT 79

STEAMING DETAILS OCTOBER 1979

1.	Distance steamed during period	227
2.	Distance steamed since Commissioning	275,077
3.	Hours underway during period	18
4.	Hours underway since Commissioning	21,469
5.	Hours SME since installation	1,419
6.	Hours PME since installation	1,573
7.	Occasions for exceeding economical speed	NIL

ANNEX 'B' TO HMAS ATTACK
LETTER 1.16.9 DATED 31 OCT 79

EXERCISE DETAILS FOR OCTOBER

<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
<u>NBCD</u>		
01	Flood Exercise	Tiller Flat
02	Fire Exercise	Galley
03	Fire Exercise	Forward Mess
04	Fire Exercise	Galley
05	Fire Exercise	Quarter Deck
06	Power Failure	Engineroom
07	Fire Exercise	Engineroom
08	Fire Exercise	Galley
09	Fire Exercise	Aft Mess
10	Fire Exercise	Galley
11	Fire Exercise	Magazine
12	Fire Exercise	Quarter Deck
13	Fire Exercise	Galley
14	Fire Exercise	Engineroom
15	Fire Exercise	Bosun's Store
16	Fire Exercise	Galley
17	Fire Exercise	Magazine
18	Flood Exercise	Forward Void
19	Fire Exercise	Freezer Room
20	Flood Exercise	Tiller Flat
21	Fire Exercise	Galley
22	Fire Exercise	Wheelhouse
23	Fire Exercise	Engineroom
24	Fire Exercise	Aft Mess
25	Flood Exercise	Diving Store
26	Flood Exercise	Tiller Flat
27	Casualty Exercise	Engineroom
28	Flood Exercise	Engineroom
29	Fire Exercise	Galley
30	Fire Exercise	Wardroom
31	Lecture on Lombardini Pump	
<u>NAVIGATION</u>		
10	Blind Pilotage Exercise	Anchorage Flinders
23	Man overboard Exercises	Shiphandling for new X.C.
<u>GUUNERY</u>		
10	40/60 Firing	Gun Functioning

HMAS ATTACK
At anchor
PRIME SEAL ISLAND

30 November 1979

The Flag Officer Commanding
HM Australian Fleet

For Information:

The Commanding Officer, HMAS CERBERUS

The Naval Officer-in-Charge, VICTORIA

The Commander
Australian Mine Warfare and Patrol Forces

HMAS ATTACK - REPORT OF PROCEEDINGS
PERIOD 01-30 NOVEMBER 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01-30 November, 1979. All times unless otherwise stated are in Zone (-11) Lima.

2. At the commencement of the period HMAS ATTACK was alongside in HMAS CERBERUS, Westernport, completing an assisted maintenance and leave period. On the 5th at 1000 HMAS ATTACK sailed for the local exercise areas to enable gunnery and boarding drills to be practiced; the ship returned to Westernport that evening.

3. At 1000 on the 7th ATTACK cast^{off} and proceeded to sea. Prior to commencing a southern patrol the ship was tasked with escorting the HMAS CERBERUS Tug, At 1536, from Port Phillip Bay to Hann's Inlet. At 1400 the Rip was transitted and by 1500 the tug was in sight and under escort. Both ships successfully cleared Port Phillip Bay and at 2000 after an uneventful passage, the tug entered Hann's Inlet. ATTACK anchored off the entrance to Hann's Inlet soon after to enable repairs to be carried out to a defective steering bevel box found to be unserviceable during the days passage. The defect eliminated the helmsman's steering position in the wheel house, thus leaving only the position on the flying bridge operational. With stores assistance from Base Staff at HMAS CERBERUS a new box was obtained, fitted and proven. At 0300 on the 8th the ship weighed and proceeded to sea.

4. On clearing Westernport Bay course was set south east for Hobart. During the patrol to Hobart there was no evidence of any fishing activity observed and at 1000 on the 9th after an uneventful passage, ATTACK berthed at Princess No.1 Wharf, Hobart. That night the Officers of HMAS ATTACK attended a reception hosted by you, Sir, onboard HMAS MELBOURNE. At 1800 on the 11th I entertained at dinner Mr. M. Hodgman, MHR for Dennison.

5. On the 12th at 1100 HMAS ATTACK cast off from Princess Wharf and proceeded to sea. On clearing the Derwent River course was set for /Westernport.

Westernport. During the passage very rough seas encountered on entering Banks Strait caused the ship to seek shelter. At 0315 on the 13th ATTACK anchored in the lee of Cape Baron Island. The ship remained at anchor until 2000 that night when the weather had moderated sufficiently to allow the transit across Bass Strait to be attempted. Fine weather was encountered during the passage and at 1030 on the 14th ATTACK berthed at HMAS CERBERUS. At 1900 having fuelled and victualled, the ship cast off. On clearing Westernport Bay, course was set for Adelaide. During the passage deteriorating and uncomfortable weather conditions caused the speed of advance of the ship to be increased to allow shelter to be obtained in St. Vincent Gulf.

6. At 0130 on the 16th ATTACK anchored in Semaphore Anchorage. On arrival, clocks were retarded half an hour to 0100 KL. At 0900 KL the anchorage was cleared and the ship began to negotiate the Torrens River. At 1015KL ATTACK berthed port side to HMAS BANKS at the Naval Boatyard, Birkenhead. On arrival I called on The Senior Assistant Collector of Customs Mr. F. Elliot and the Director, Commercial Division, Department Marine and Harbours Mr. J. Jenkin. That afternoon preparations commenced to hand the ship over to RANR personnel from the Adelaide Port Division. At 1800KL after a speedy handover without incident, I relinquished command to Lieutenant C.A. Mills, RANR. At 1650KL on the 18th I again assumed command from LCDR K. Liddiard, RANR. The ship was in a very clean state on handover. At 1200KL on the 19th I entertained at a luncheon onboard, Mr. F. Elliot, The Executive Officer LCDR J.L. Tapping RAN and the Staff Officer Reserve Training LEUT P. St. J. Shiels RAN both of HMAS ENCOUNTER.

7. On the 20th preparations commenced onboard to enable the PNF personnel to conduct familiarisation tours and lectures for their RANR counterparts that evening. At 1800 KL I entertained at dinner the Commanding Officer Reserves Adelaide Port Division, Commander B.L. Hauggard RANR.

8. On Wednesday 21st at 0900KL HMAS ATTACK with HMAS BANKS in company cast off and proceeded to the Semaphore Anchorage area and conducted a series of exercises planned to demonstrate to a number of visitors onboard the capabilities of the ATTACK Class patrol boat in the surveillance role. Visitors embarked were The Honorable A.W. Rodda State Minister of Marine, Mr. J. Hogan the Senior Assistant Collector of Customs, Mr. R. Robb Chief Boarding Officer Customs Department, Chief Inspector M.H. Stanford South Australian Police and Mr. I Winter Secretary to the Minister of Marine. At 1240KL the exercises were complete and the ship disembarked her visitors at Port Adelaide. Soon after ATTACK sailed, on clearing harbour course was set for Westernport. Clocks were advanced half an hour 1800 KL to 1830L.

9. HMAS ATTACK berthed at Westernport at 1000 after passage without incident from Adelaide. On arrival URDEF 13/82 and 14/82 both affecting the serviceability of the 40/60 Bofor gun were released. During the weekend and Monday 26th, Ship's Staff assisted by Base Staff worked to make good the defects. By 1800 on the 26th both URDEFs were rectified. At 1100 on the 27th ATTACK cast off and proceeded to an anchorage off Flinders Jetty. On anchoring at 1230, two members from the Melbourne Herald, Mr. W. Grey, a journalist, and Mr. A. Palderman, a photographer, embarked to observe a 40/60 Bofor Firing. After entertaining the press members to lunch the ship sailed at 1315. Successful firings were conducted during the afternoon. Opportunity was taken to fully brief the journalist in firing drills for the gun and include him in the guns crew as aimer during a firing drill. On completion of the firings ATTACK
/returned to

returned to HMAS CERBERUS. On arrival at 1600 the press disembarked. At 1830 the ship cast off and attempted to clear Westernport Bay. Heavy seas prevented this and at 2000 the ship anchored in East Arm. An attempt was again made to clear Westernport at 1200 on the 21st, this proved unsuccessful, the ship returned to HMAS CERBERUS to fuel, berthing at 1315, and remained alongside overnight.

10. On Thursday 29th at 1000 HMAS ATTACK cast off and proceeded to sea. Westernport was cleared at 1100 and course was set south east for Launceston. Very rough seas encountered during the passage caused the ship to seek shelter. At 2130 on the 29th ATTACK anchored in the lee of Prime Seal Island in the Furneaux Group. The ship remained at anchor until the afternoon when ATTACK crash sailed with a seriously ill sailor, ABQMG P.I. Emery R109652 onboard, the sailor was subsequently found to be suffering from pleuresy. On clearing the anchorage, at 1600, ATTACK proceeded at her best speed in very rough seas to Georgetown where, at 2015, the sailor was landed and taken by road ambulance to Launceston General Hospital. Soon after arrival at the hospital his condition was satisfactory. The ship remained alongside at Georgetown that evening.

11. Over the period the ships engineering and electrical equipment have performed satisfactorily. URDEFs 13, 14 and 15 of 1982 were initiated. All were concerning the 40/60 Bofor and all have been rectified. INDEFs 4/82 and 5/82 were raised on split in the forecandle and a defective bellows piece on the port main engine. Both have been rectified. On the 8th a successful full power trial was carried out.

12. During the period the ship received a large amount of favourable publicity in the media. The "mini shop window" held off Adelaide was a front page feature in the main SA Newspaper, The Adelaide Advertiser. Bofor gun demonstrated also featured on the front page of the Victorian evening newspaper, The Herald. Later in the month the Medivac from Prime Seal Island featured in the same paper.

13. The health, with the exception of one Able Seaman detailed above, welfare, conduct and morale of the Ship's Company has remained excellent over the period. On the 30th I addressed the Ship's Company on matters of security.

I have the honour to be,

Sir,

Your obedient Servant,



(C.N. LE MARSHALL)
Lieutenant RAN
Commanding Officer

ANNEX 'A' TO
HMAS ATTACK LETTER 1.16.9
DATED 30 NOV 79

STEAMING DETAILS - NOVEMBER 1979

1. Distance steamed during period 2785
2. Distance steamed since Commissioning 277,862
3. Hours underway during period. 190
4. Hours underway since Commissioning 21,659
5. Hours SME since installation 1,598
6. Hours PME since installation 1,730
7. Occasions for exceeding economical speed.

November 8th - 2 hours - Full Power Trial

November 30th - 4½ hours - MEDIVAC
(para 10 refers).

ANNEX 'B' TO
HMAS ATTACK LETTER 1/16/9
DATED 30NOV79

EXERCISE DETAILS FOR NOVEMBER

<u>NBCD</u>	<u>DATE</u>	<u>EXERCISE</u>	<u>REMARKS</u>
	01	Fire Exercise	Engine Room
	02	Fire Exercise	Galley
	03	Flood Exercise	Bosun's Store
	04	Fire Exercise	Aft Mess
	05	Fire Exercise	Tiller Flat
	06	Flood Exercise	Engine Room
	10	Fire Exercise	Quarterdeck
	11	Fire Exercise	Wardroom
	17	Major DC Exercise	RANR Training
	18	Major DC Exercise	RANR Training
	24	Flood Exercise	Diving Store
	25	Fire Exercise	Wheelhouse
	26	Fire Exercise	Galley
	28	Major DC Exercise	Training for HMAS CERBERUS Duty Watch
Navigation			
	09	Blind Pilotage Exercise	Anchorage NW Boy
	13	Blind Pilotage Exercise	Anchorage C Barren Isl.
	14	Pilotage Entry Westernport	Chief Coxswain
	16	Blind Pilotage Exercise	Anchorage Port Adelaide
	17	Man Overboard Exercise	RANR Training
	18	Man Overboard Exercise	RANR Training
	21	Ship Handling	Chief Bosun's Mate
	21	Pilotage Exit Pt. Adelaide	Chief of Bosun's Mate
	23	Blind Pilotage Exercise	Anchorage Westernport
Gunnery			
	05	40/60 & 50 Cal Firing Boarding Party Drills	SUFx
	13	Small Arm Shoot	Boarding Party Training
	17	40/60 Tracking Exercises	RANR Training
	18	40/60 Tracking Exercises	RANR Training
	21	Boarding Party Exercise	HMAS BANKS Boarded
	27	40/60 & 50 Cal Firing	Press Sea Day
	30	Small Arms Shoot	

1.16.9

HMAS ATTACK
At WESTERNPORT

31st. December, 1979

The Flag Officer Commanding
HM Australian Fleet

For Information

The Naval Officer Commanding
VICTORIA

The Commanding Officer
HMAS CERBERUS

The Commander
Australian Mine Warfare and Patrol Forces

HMAS ATTACK - REPORT OF PROCEEDINGS

PERIOD 01-31 DECEMBER, 1979

Sir,

1. I have the honour to report the proceedings of HMAS ATTACK under my Command for the period 01 - 31 December, 1979. All times unless otherwise stated are in Zone Lima (-11).

2. At the commencement of the period, HMAS ATTACK was alongside the Plant Wharf at Georgetown, Tasmania. At 2300 on the 1st., the Inspector of Police (Georgetown), Inspector J.H. Jones, advised the Ship that Search and Rescue Operations were in progress for the yacht SCREWLOOSE, which was missing off the North-East coast of Tasmania. At 0335 on the 2nd., ATTACK cast off and proceeded to sea to assist in the search. On clearing harbour, exceptionally rough seas and gale-force winds were encountered. Course was set North-East for the yacht's last known position, in the vicinity of Tenth Island. On arrival in the area, a co-ordinated search involving the Port of Launceston Authority Tug WYBIA and ATTACK, was progressed. At 0930, after a thorough search of the area, ATTACK anchored in the lee of Waterhouse Island to allow isolated damage caused by rough weather, to be repaired. During an exceptionally heavy roll to Port, the Ship's Starboard General Service Battery Bank had been torn from its supports and thrown to the deck. On arrival at the anchorage, the Ship was informed that SCREWLOOSE had entered the Tamar River safely.

3. As a result of the very rough seas, ATTACK remained at anchor until 0930 on the 3rd., when the weather had moderated sufficiently to allow the Ship to return to Bell Bay to fuel. ATTACK berthed at No. 3 Berth, Bell Bay at 1305. Fuelling was completed at 1503 and at 1530 the Ship shifted berths to the Plant Wharf, Georgetown. The Ship remained alongside on the 4th.

4. At 1830 on the 5th., ATTACK cast off and attempted unsuccessfully to clear the Tamar River. The Ship returned to the Plant Wharf at 1947 after having encountered very rough seas and gale-force winds off Low Head. At 2130 that evening the weather had moderated sufficiently to allow ATTACK to clear the Tamar River. At 2200 Low Head was abeam

.../and course was

OFFICER COMMANDING
11 JAN 1980
AUSTRALIAN FLEET

and course was set, in moderate conditions, for Westernport. During the morning of the 6th., conditions again deteriorated, causing flooding in the forward Accommodation areas of the Ship, this was due to splits and corrosion in the air-conditioning compartment and trunkings. Habitability was severely affected in the Commanding Officer's Cabin and the Senior Sailors' Messdeck. On arrival at Westernport at 1100, the task of making good damage caused by ingress of salt water commenced. Temporary repairs were carried out to the air-conditioning system. Cleaning up operations progressed over the weekend of 8th. and 9th.

5. At 1100 on 10th., ATTACK cast off and proceeded to sea. On clearing Westernport at 1200, course was set South-West for the Portland area. When abeam Cape Schank, rough seas, forecast in a Strong Wind warning and a subsequent Gale Warning, caused ATTACK to shelter off Flinders Jetty. On encountering rough seas, opportunity was taken to closely examine all areas of the Forward Air-conditioning Compartment for likely causes of flooding. Water ingress was found and isolated, URDEF 17/82 was raised. The Ship anchored off Flinders at 1430.

6. Overnight and during the 11th., the weather had not moderated sufficiently to allow the Ship to passage to the Portland area without again suffering from ingress of salt water. At 1400 it was decided to return to HMAS CERBERUS to progress rectification of the URDEF and to allow the Ship to commence her programmed AMP. At 1500 ATTACK berthed and the scheduled AMP commenced.

7. HMAS ATTACK remained alongside at Westernport for the remainder of the month. The Ship's Company commenced the Christmas Leave period on 14 December, when the Ship went out of Routine.

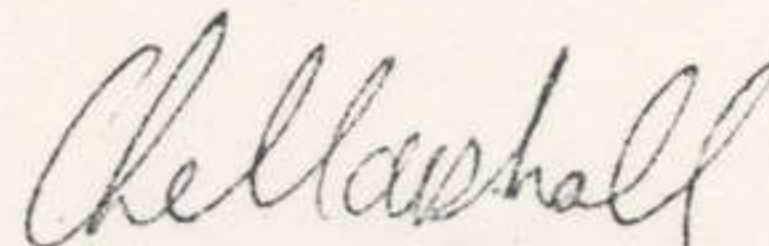
8. During the period, the Ship's Electrical and Engineering equipment have performed satisfactorily. URDEFs 16 (40/60 Series Inspection) and 17 of 1982 have been raised. On 9th. December, URDEF 16/82 was rectified.

9. The health, welfare, conduct and morale of the Ship's Company has remained very good. On the 13th. I addressed the Ship's Company on the need for safety on the roads, security and problems associated with drugs.

I have the honour to be,

Sir,

Your obedient Servant,



(C.N. Le MARSHALL)
Lieutenant, RAN
Commanding Officer

Annexes: A. Steaming Details for December, 1979
B. Exercise Details for December, 1979

ANNEX 'A' TO
HMAS ATTACK LETTER 1.16.9
DATED 31DEC79

STEAMING DETAILS .. DECEMBER, 1979

1.	Distance steamed during period	388
2.	Distance steamed since Commissioning	278,250
3.	Hours underway during period	40
4.	Hours underway since Commissioning	21,699
5.	Hours SME since installation	1,625
6.	Hours PME since installation	1,759
7.	Occasions for exceeding economical speed	Nil

ANNEX 'B' TO
HMAS ATTACK LETTER 1.16.9
DATED 31DEC79

EXERCISE DETAILS FOR DECEMBER, 1979

	Date	Exercise	Remarks
<u>NBCD</u>	01	Fire Exercise	Galley
	07	Major NBCD Exercise	Fire and Casualty using CERBERUS' Duty Watch.
	08	Fire Exercise	Galley
	09	Major NBCD Exercise	HMAS CERBERUS personnel
	11	Major NBCD Exercise	HMAS CERBERUS personnel
<u>Gunnery</u>	03	Boarding Party Training	Small Arms Shoot
<u>Navigation</u>	09	Pilotage Training	Coxswain and CBM
<u>Seamanship</u>	09	General Evolutions	Laying out tows, de- ploying para-anchor, casting Ship.